

Article 6
OFF-STREET PARKING AND LOADING

Article 6-3
PARKING DESIGN STANDARDS

6-3-1 Parking Standards Pertaining to All Districts

A. *PERMITS.*

1. No building permit shall be issued until the applicant has presented satisfactory evidence to the Zoning Administrator that he owns or has otherwise available for his use, sufficient property to provide required parking.
2. No additions to or enlargement of an existing building or use shall be permitted unless the parking requirements are met for the entire building or use.
3. For new buildings, building expansions or conversions, plans must show the arrangement of required parking and loading spaces, and indicate sufficient space for vehicle maneuvering and adequate ingress and egress by patrons and delivery vehicles to the parking area before a permit is granted. In the design of parking areas, safe, adequate and convenient pedestrian routes shall be provided. Plans shall be submitted, fully dimensioned, to the Zoning Administrator for approval prior to the permit being granted.

B. *GENERAL REQUIREMENTS FOR ALL SPACES.*

1. All parking and loading spaces, drive aisles, maneuvering areas, driveways, and fire lanes shall be paved with an asphalt, concrete, or masonry surface to a sufficient thickness to withstand repeated vehicular traffic based on an engineered design approved by the City Engineer, or his designee, except as provided below:
 - a. The surfacing of the areas referenced above shall not be required by the City during construction on any site or project which is otherwise covered by an individual or general air quality permit issued by the Maricopa County Air Quality Department, but all surfacing improvements related to a specific building permit shall be completed prior to the issuance of a certificate of occupancy for such permit.

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- b. The City Engineer, or his designee, at his discretion, may allow the use of other materials for surfacing the areas referenced above when these areas:
1. are in excess of the minimum number of spaces required by this Article; or,
 2. were established and existing as of October 1, 2008; or,
 3. are temporary in terms of frequency of use (i.e., infrequent or intermittent use) or duration of use (i.e., only used for a specific period of time until paved or, for model home complexes, until substantial completion of a residential development).
- c. Any alternative surfacing materials allowed by the City Engineer, or his designee, shall be appropriate to the use for which they are approved and at a minimum shall minimize the generation of dust or particulate matter.
- d. Any property with parking and loading spaces, drive aisles, maneuvering areas, driveways, and fire lanes that were not surfaced as of the effective date of Ordinance No. 08-1108, April 24, 2008, shall be improved with surfacing to meet the minimum standards specified above no later than October 1, 2008, except for residential property developed with four (4) or fewer dwelling units that has less than three thousand (3,000) square feet of parking and loading spaces, drive aisles, maneuvering areas, driveways, and fire lanes and except for agricultural uses and construction sites operating under an individual or general air quality permit issued by the Arizona Department of Air Quality or the Maricopa County Air Quality Department.
2. All vehicular egress from parking lots to public right-of-way shall be by forward motion only, except in the case of single family and two family residences fronting on a local street or a primary or secondary collector street.
 3. The permanent or unauthorized temporary use of off-street parking or loading areas for other than the said purpose shall constitute a violation of this Ordinance. Should the owner or occupants of a building change the use of the building and thus increase the requirement for off-street parking, it shall constitute a violation of this Ordinance, until there is compliance with the parking requirements.

6-3-2 Parking Standards for Single Family, Two Family and Manufactured Home Residential Uses

A. *PARKING SPACE LOCATION.*

1. No motor vehicle shall be parked in a front yard, except on an authorized driveway.
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2. No part of any vehicle parked in the front yard of a single family or two family residential lot shall extend over the public or private sidewalk, or street curb where no sidewalk exists; nor shall any such vehicle be parked within the area formed by a ten by ten (10 x 10) foot triangle as measured from the point of intersection of the back of the sidewalk, or street curb where no sidewalk exists, and a side property line extended to the back of the sidewalk, or street curb where no sidewalk exists, when such side property line is within five (5) feet of a driveway or an improved parking surface located on an adjacent lot.

B. ENCLOSED PARKING SPACE DIMENSIONS.

1. The number of required parking spaces for all residential uses is identified in Section [6-4-2](#). Required enclosed parking spaces may be either side-by-side or tandem for single family and two family residential uses. Side-by-side enclosed parking areas shall at a minimum measure eighteen (18) feet wide by twenty (20) feet deep with no obstructions. Enclosed tandem spaces shall at a minimum measure nine (9) feet wide by forty (40) feet deep with no obstructions.

C. RURAL RESIDENTIAL PARKING.

1. For residential lots in the Agricultural (AG) District accessed from a paved street, two (2) paved parking spaces shall be required in the form of either: (1) an enclosed garage; or (2) a carport that is located to the rear of the residence and not visible from the street; or (3) a side-entry carport whose side facing the street is enclosed; or (4) an alternate location determined to be appropriate and approved by the Zoning Administrator.

2. For residential lots in the Agricultural Urban (AU) and Agricultural (AG) districts accessed from an unpaved roadway, two (2) paved parking spaces shall be required in the form of either: (1) an enclosed garage; or (2) a carport that is located to the rear of the residence and not visible from the street; or (3) a side-entry carport whose side facing the street is enclosed; or (4) an alternate location determined to be appropriate and approved by the Zoning Administrator.

D. COMMERCIAL VEHICLE PARKING. Parking of more than one commercial vehicle or work trailer of two-ton capacity or less, or one commercial vehicle of more than two-ton capacity on a lot within any residential district shall be considered a commercial use and is prohibited.

E. RECREATIONAL VEHICLE, BOAT PARKING.

1. Parking a recreational vehicle, travel trailer, unmounted camper/camper shell, accessory trailer, work trailer, inoperable or unlicensed vehicle, or boat under a carport, in a garage, or in a rear yard screened from public view is permissible.

2. Parking in a required front yard or driveway is prohibited, except for loading/unloading or repairs for no more than forty-eight (48) hours. The Zoning Administrator may authorize a longer period of time if an emergency exists, up to a maximum of five (5) days.

3. Parking within the side yard on the carport/garage side of the residence is permissible, if there is sufficient space and the parking area is improved with a paved, uncovered slab and is screened from street view by a minimum six (6) foot high wall and/or gate.
4. The total number of recreational vehicles, travel trailers, unmounted camper/camper shells, accessory trailers, work trailers, inoperable or unlicensed vehicles, and boats parked or stored on any lot outside of a garage shall be restricted to a combination of not more than two (2).

6-3-3 Parking Standards for Multi-family Residential, Commercial, Industrial and Mixed – Use Development

- A. *MAINTENANCE*. It shall be the joint and separate responsibility of the lessee and owner of the principal use, uses or building to maintain in a neat and adequate manner, the parking spaces, access ways, striping, landscaping, and required walls or screening.
 - B. *PARKING AREA IMPROVEMENTS*. For multi-family residential, commercial, industrial and mixed-use developments, including non-residential uses in a residential District, all parking areas shall be screened from street view by buildings or by a landscape berm and/or wall with landscaping. Berms and/or walls (including retaining walls) shall be a minimum of three (3) feet in height on the parking lot side, and no higher than four and one-half (4.5) feet in height on the street side. For the purposes of this section, parking areas as used herein shall include all parking spaces, drive aisles and maneuvering areas.
 - C. *ACCESS*. Off-street parking spaces shall be connected with a public street by a paved driveway which affords safe and reasonably convenient ingress and egress. The permissible location and minimum width of driveways shall be as specified in the City of Goodyear Engineering Design Standards and Policies Manual and Standard Details.
 - D. *PARKING SPACE LOCATION*. All required parking spaces shall be located on the lot upon which the use is located or on an adjacent lot if a cross access/parking agreement is provided. Required parking spaces for multi-family, commercial or industrial uses may be located on an adjacent lot in another district (other than in a single family residential district) with a cross access/parking agreement.
 - E. *PARKING FOR MIXED-USE DEVELOPMENTS*.
 1. The total requirement for off-street parking spaces for mixed-use developments shall be the sum of the requirements of the various uses computed separately.
 2. A mixed-use shared parking program is an option to reduce the total required parking in mixed-use developments in which the uses operate at different times or that have different peak
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hours of operation from one another throughout the day. If an applicant for a mixed-use development can demonstrate through a shared parking study supplied by the applicant and approved by the Zoning Administrator that the total peak parking demand for the mixed uses will be less than the sum of the parking spaces required for each use served, a reduction in the total number of required spaces may be allowed, subject to the following:

- a. The approved shared parking plan shall specify a schedule of shared parking calculations identifying the typical hours of operation with anticipated periods of greatest parking demand for all uses within the development; and shall indicate the number, location and convenience of pedestrian access of all spaces available to serve each use. The total number of parking spaces required for all uses within the development per Section [6-4-2](#) shall not be reduced by a shared parking plan by more than twenty (20) percent.
- b. The property owners involved in the shared parking plan shall submit a written agreement approved by the Zoning Administrator requiring that the parking spaces shall be maintained as long as the uses requiring parking exist or unless the required parking is provided elsewhere in accordance with the provisions of this Article.
- c. The shared parking plan shall remain on file with the Community Development Department for the purpose of monitoring the continuing adequacy of available parking.
- d. At the time of shared parking plan approval, or at any subsequent time when the uses, intensities of the uses, or the or hours of operation of the uses change, or upon findings that the parking facilities are inadequate, the Zoning Administrator may require additional site area to be provided, and as necessary improved, to supply additional required parking facilities.

F. *CREDIT FOR ON-STREET PARKING.* On-street parking that directly and wholly abuts the subject property may be counted towards the parking requirement, provided that:

1. Such spaces are clearly marked on the site plan and constructed in accordance with City standards.
2. Such spaces are publicly accessible and cannot be reserved or restricted by the owner or tenants of the property.
3. On-street parking on private streets may be counted towards required parking provided that the street is publicly accessible (not gated) and the streets, parking spaces and sidewalks constructed are consistent with the standards for public streets in the City.

G. *CREDIT FOR BICYCLE PARKING FACILITIES.* The City encourages the use of alternative transportation modes such as the bicycle through a reduction in the number of required vehicular parking spaces in favor of additional bicycle parking facilities. The Zoning Administrator may authorize a credit towards on-site parking requirements for all non-residential uses for the provision

of bicycle facilities beyond those otherwise required by this Ordinance, subject to the following guidelines:

1. Whenever bicycle parking is provided beyond the amount required per Section [6-6-A](#), credit toward required on-site vehicular parking may be granted at a rate of one (1) vehicular space per ten (10) additional bicycle spaces provided.
2. The number of required vehicle parking spaces shall not be reduced by more than five (5) percent or ten (10) spaces, whichever is less, for any use or building.

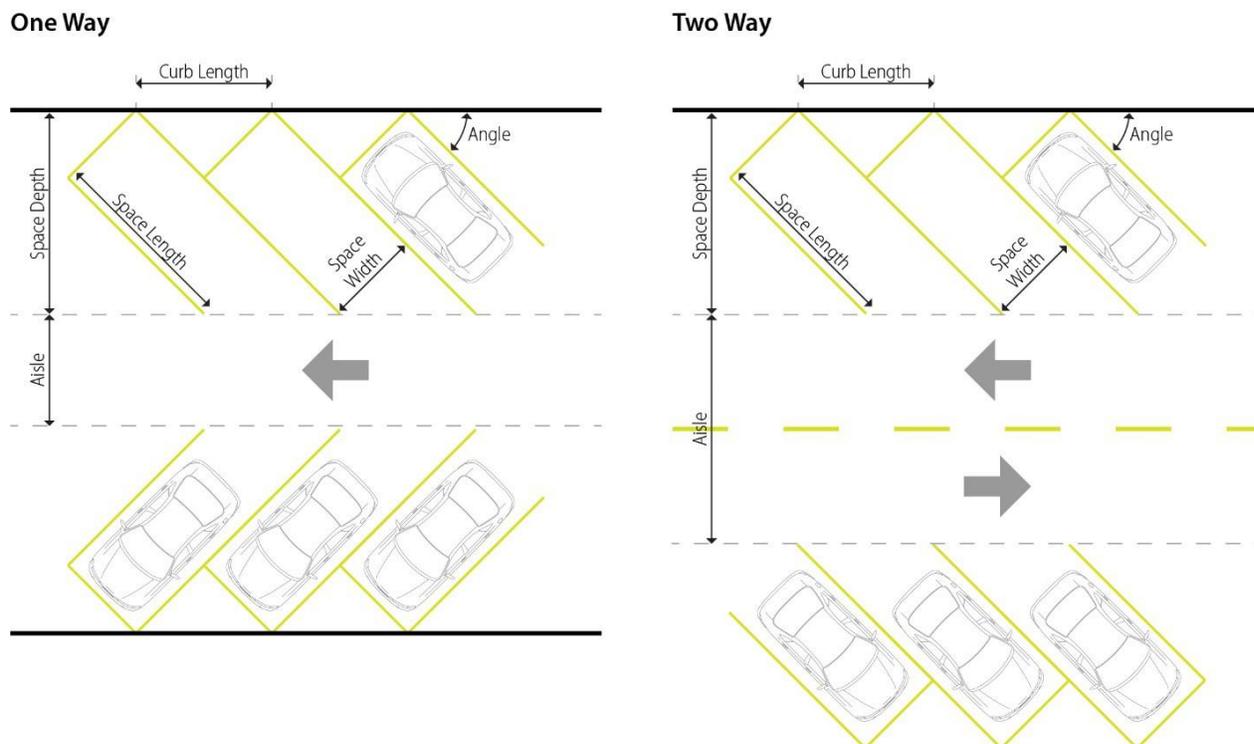
6-3-4 Parking Structures

A. LOCATION. Parking structures may be located in all Multi-family, Commercial, Industrial and in areas within P.A.D. zoning districts that are not designated for single-family residential development.

B. DEVELOPMENT STANDARDS. Parking structures shall conform to all principal building development standards, including setbacks, building heights, and lot coverage applicable to the zoning district in which parking structures are located.

C. DIMENSIONS. Dimensions for parking spaces and maneuvering aisles shall meet the following minimum dimensions:

PARKING STRUCTURES - SPACE AND AISLE DIMENSIONS				
PARKING ANGLE	SPACE WIDTH	SPACE DEPTH	ONE-WAY AISLE WIDTH	TWO-WAY AISLE WIDTH
Parallel or 0°	9' 0"	9' 0"	12'	20'
30°	9' 0"	17' 6"	11'	20'
40°	9' 0"	19' 0"	12'	22'
45°	9' 0"	20' 0"	13'	24'
50°	9' 0"	20' 6"	15'	24'
60°	9' 0"	21' 0"	18'	24'
70°	9' 0"	21' 0"	19'	24'
90°	9' 0"	18' 0"	24'	24'



D. ADDITIONAL STANDARDS: All parking structures shall be designed to meet the following additional development and design standards:

1. Parking structures shall be designed to complement adjacent or integrated primary buildings by incorporating architectural details, colors and materials of the building(s) served, with specific focus on street level facades and circulation elements exposed to and utilized by pedestrians. The level of design enhancements required below shall be determined based on the location of the parking structure, its exposure to the view of the general public, the context of the site and other relevant project criteria;
2. On facades that face rights-of-way or other public areas, parking structures shall incorporate artistic elements, decorative panels, art screens, or other methods to deemphasize the appearance, massing, and scale of the parking structure;
3. Decorative panels for elevated levels of parking structures shall be solid and a minimum height of 42 inches above the parking surface to screen parked vehicles from adjacent streets and buildings;
4. Vehicles on the ground level shall be screened from adjacent public street frontages by a minimum 36-inch wall which should include variations in color, texture, and/or materials, or landscaping that, upon maturity, establishes similar levels of opaqueness in screening; and

5. Decorative panels and architectural elements shall use durable materials to prevent wear including, but not limited to, formed concrete, textured masonry, iron, steel, copper, aluminum, glass block, and brick.
